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SIPDIS
GENEVA FOR JCIC

E.O. 12958: DECL: 09/14/2029
TAGS: KACT PARM START US RS
SUBJECT: SFO-DIP-09-005F: U.S. DRAFT NEW START TREATY INSPECTION PROTOCOL ANNEXES, CABLE 6 OF 8

REF: A. STATE 088262 (U.S.-PROPOSED TREATY TEXT PART 1)
¶B. STATE 088263 (U.S.-PROPOSED TREATY TEXT PART 2)
¶C. STATE 091093 (DRAFT NEW START TREATY IP CABLE 1 OF 7)
¶D. STATE 091284 (DRAFT NEW START TREATY IP CABLE 2 OF 7)
¶E. STATE 091291 (DRAFT NEW START TREATY IP CABLE 3 OF 7)
¶F. STATE 091106 (DRAFT NEW START TREATY IP CABLE 4 OF 7)
¶G. STATE 091134 (DRAFT NEW START TREATY IP CABLE 5 OF 7)
¶H. STATE 091143 (DRAFT NEW START TREATY IP CABLE 6 OF 7)
¶I. STATE 091151 (DRAFT NEW START TREATY IP CABLE 7 OF 7)

Classified By: Jerry A. Taylor, Director, VCI/SI.
Reason: 1.4(b) and (d)

¶1. (U) This is an action request. See paragraph 4 below.

¶2. (S) BACKGROUND: On August 25, 2009, U.S. Embassy Moscow provided to the Russian Federation the texts of the U.S.-proposed Draft New START Treaty Articles (Refs A and B). On September 2, 2009, the U.S. Delegation to the New START Treaty negotiations provided the texts of the U.S.-proposed Draft New START Treaty Inspection Protocol to the Russian Delegation in Geneva (Refs C-I). This cable contains the U.S.-proposed draft of the New START Treaty Inspection Protocol Annexes.

¶3. (S) This is cable 6 of 8 cables. This cable contains Section II of Annex 9 through paragraph 3(d) of Section I of Annex 13 of the U.S.-proposed Draft Inspection Protocol Annexes. Embassy should note that, due to the length of the draft, the text was sent using multiple cables.

¶4. (U) ACTION REQUEST: Embassy Moscow is requested to combine the texts of the U.S. draft New START Treaty Inspection Protocol Annexes contained in the associated cables into one document and provide that text to appropriate host government officials. Washington will provide a courtesy Russian-language translation of the U.S. draft New START Treaty Telemetry Protocol when available; however, delivery of the English language text should not be delayed. Embassy is requested to confirm delivery of the text, the name and office of the official

to whom it was delivered, the date of delivery, and any comment or reaction provided at that time.

¶5. (S/Releasable to the Russian Federation) Begin text:

II. Methods of Use of Equipment

The Parties agree to use the equipment specified in Section I of this Annex as follows:

¶A. For the Russian Federation:

¶1. Equipment at the Portal:

(a) Equipment installed at the portal shall be used to screen road and rail vehicles and exposed cargoes to determine whether they are large enough to contain or to be an item of continuous monitoring. If such vehicles and cargoes are not large enough to contain or to be an item of continuous monitoring, as determined by screening, such vehicles and cargoes shall be allowed to proceed without further inspection and without undue delay. If such vehicles and cargoes are large enough to contain or to be an item of continuous monitoring, monitors shall have the right to stop and inspect such vehicles and cargoes in accordance with the procedures provided for in Annex 5 to this Protocol.

(b) The following equipment, which the inspecting Party may install at the portal of a facility subject to continuous monitoring or monitored facility, shall function as follows:

(i) The television camera surveillance and measurement system shall permit a monitor in the operations center to observe the situation at the portal, produce a continuous videotape and video snapshots of vehicles proceeding through the portal, and perform remote dimensional screening of vehicles exiting the monitored facility. Television cameras shall be mounted on three and six meter high assembled sectional masts. The fixed field of view of such cameras shall be agreed by the Parties. Television cameras for remote dimensional screening of exiting vehicles shall be located no more than 50 meters from, and perpendicular to the vehicular route through the portal and no more than 30 meters from the middle of the screening area facing in the direction of traffic.

(ii) The system of infrared and magnetometric sensors shall be installed in the screening area on both sides of the route of traffic and used to monitor the direction of movement of vehicles, to identify vehicle locations, and to relay video snapshots of side views and front images of vehicles for the remote dimensional screening of vehicles and exposed cargoes to determine whether a vehicle or exposed cargo is large enough to contain or to be an item of continuous monitoring. Infrared sensors shall be mounted on special supports on both sides of the screening area and shall register beam interruption by exiting vehicles. Magnetometric sensors shall be installed on one side of the screening area and shall be a back up system that allows vehicles to be distinguished from other objects breaking the sensor beams.

(iii) Traffic signal and control equipment consisting of electromechanical entrance and exit gate position sensors, traffic lights controlling the exit of a vehicle from the monitored facility, as well as a semaphore gate shall be used to control a vehicle in the portal area.

(iv) The equipment for additional lighting of the portal areas shall include general purpose and emergency lights and flood lights for contrast lighting of vehicles while the side and front measurement television cameras are turned on. General purpose and emergency lights shall be mounted on six meter high assembled metal poles so as to ensure the lighting of the portal area. Floodlights for contrast lighting of vehicles shall be mounted on three or
six meter high sectional masts near the screening area along the vehicular route through the portal.

(v) Weight sensors shall be used to weigh road vehicles in accordance with the procedures provided for in Annex 5 to this Protocol.

(vi) Fixed measuring rods shall be used for visual evaluation of vehicle dimensions.

(vii) Portable measuring poles, tape measures and other measuring devices shall be used for direct dimensional measurement of vehicles, covered and environmentally protected objects, containers, launch canisters, and cargoes.

(viii) Cabling shall link equipment at the portal and the
operations center.

¶2. Monitoring Equipment for Road Exits:

(a) Equipment installed at each road exit shall be used to screen road vehicles and exposed cargoes to determine whether they are large enough to contain or to be an item of continuous monitoring. If such vehicles or cargoes are
not large enough to contain or to be an item of continuous
monitoring, as determined by screening, such vehicles and cargoes shall be allowed to proceed without undue delay. If such vehicles or cargo are large enough to contain or to be an item of continuous monitoring, monitors shall bring that to the attention of the in-country escort, and the inspected Party shall direct such vehicle or cargo to the portal of the monitored facility.

(b) The following equipment, which the inspecting Party may install at each road exit of the facility subject to continuous monitoring or monitored facility, shall function as follows:

(i) The television camera surveillance and measurement system shall permit a monitor in the operations center to observe the situation at the road exits and remotely screen the dimensions of exiting vehicles by means of video information from the measurement television cameras. Television cameras shall be installed on three and six meter high sectional masts. Surveillance television cameras shall monitor the entrance and exit gates as well as the area of the road exit. Measurement television cameras shall be installed no more than 50 meters from, and perpendicular to the vehicle route through the road exit and no more than 30 meters from the middle of the screening area facing in the direction of traffic. The fixed field of view of such cameras shall be
agreed by the Parties.

(ii) The system of infrared and magnetometric sensors installed on both sides of the screening area of the road exit shall be used to monitor the direction of movement of
vehicles and exposed cargoes, relay video snapshots of side and frontal images of vehicles.

(iii) The system for monitoring the dimensions of vehicles, consists of vertical arrays of infrared transmitters and receivers located on both sides of the

screening area of the road exit and of a doppler road sensor installed on the shoulder and beamed at the approaching exiting vehicle. The information from the doppler and infrared sensors is received in the operations center in order to produce a profile of the exiting vehicle or exposed cargo to determine whether the vehicle or exposed cargo is large enough to contain or to be an item of continuous monitoring.

(iv) The traffic signal and control equipment, consisting of electromechanical exit and entrance gate position sensors, dual signal traffic lights and semaphore gates shall be used to control vehicles exiting the monitored facility.

(v) The equipment for additional lighting of the road exit control area, which includes general purpose and emergency lights and floodlights, shall ensure the operation of the television measurement cameras. Such equipment shall be mounted on six meter high poles and three meter high masts.

(vi) Fixed measuring rods shall be used for visual evaluation of the dimensions of exiting vehicles and exposed cargoes.

(vii) Portable measuring poles, tape measures, and other measuring devices shall be used for direct dimensional measurement of vehicles and exposed cargoes.

(viii) Cabling shall link equipment at the exit with the operations center.

¶3. Perimeter Monitoring Equipment:

(a) Equipment may be placed by the inspecting Party along the entire perimeter of the facility subject to continuous monitoring or monitored facility. Such equipment shall be used by monitors to observe the activity along the perimeter and within the perimeter continuous monitoring area.

(b) The following equipment, which the inspecting Party may install along the perimeter and within the perimeter continuous monitoring area of the facility subject to continuous monitoring or monitored facility, shall function as follows:

(i) The perimeter fence integrity monitoring system shall consist of sensor elements and section boxes mounted on the perimeter mesh fence. A sensor element shall consist of segments of special cable up to 500 meters long, laid in two parallel threads along the fence and connected to a section box that is mounted on fence supports.

(ii) The section boxes shall be connected to one another and to the operations center by a cable for signaling a possible perimeter violation and the location of the violation.

(iii) The section boxes shall have telephone connections to the operations center as well. Conduits for cables connecting portal equipment to equipment at the road exits, shall be fastened onto the perimeter mesh fence supports.

¶4. Operations Center Equipment:

(a) The operations center for the perimeter and portal continuous monitoring system shall serve as the headquarters for the monitoring team. The operations

center building shall be located at the portal within the perimeter continuous monitoring area and shall consist of five sections, three of which shall be used to house technical equipment and two shall be used as an off duty area. The location of the building shall provide for an unobstructed view of the portal.

(b) The equipment located in the operations center may be
used by monitors to:

(i) Observe on television monitor screens the situation in the perimeter continuous monitoring area, at the portal, and at the road exits;

(ii) Operate the traffic lights and semaphore gates;

(iii) Check color graphic displays of measurements of dimensions of exiting vehicles and exposed cargoes obtained using infrared and television systems;

(iv) Remotely control the lighting of the portal areas;

(v) Control the perimeter fence integrity monitoring system;

(vi) Receive, switch, and digitally process video information from surveillance and measurement television cameras;

(vii) Control outside devices, monitor sensors, and determine whether a vehicle or exposed cargo is large enough to contain or to be an item of continuous monitoring;

(viii) Record video data, information from sensors, and computer processed information;

(ix) Provide telephone communications, radio communications and fire alarms; and

(x) Transmit, using the two dedicated telephone lines and
satellite communications equipment, unencrypted monitoring
related data including video snapshots and photographs. Such information shall not be transmitted via the non dedicated commercial telephone line.

(c) Electrical power supply equipment shall be used to transform the voltages and the frequencies of the feeder network to supply uninterrupted power for technical systems in the event of a brief interruption in the electrical power provided by the inspected Party.

(d) A diesel generator with fuel tanks shall be located under an awning near the operations center and shall be used as an independent electrical power supply source for technical systems in the event of a protracted interruption in the electrical power provided by the inspected Party.

¶B. For the United States of America:

¶1. Equipment at the Portal:

(a) Equipment installed at the portal shall be used to screen rail vehicles, road vehicles, and exposed cargoes to determine whether they are large enough to contain or to be an item of continuous monitoring. If such vehicles and cargoes are not large enough to contain or to be such an item of continuous monitoring, as determined by screening, such vehicles and cargoes shall be allowed to proceed without further inspection and without undue delay. If such vehicles or cargoes are large enough to contain or to be an item of continuous monitoring, monitors shall have the right to stop and inspect such vehicles and cargoes in accordance with the procedures

provided for in Annex 5 to this Protocol.

(b) The following equipment, or part of such equipment, which the inspecting Party may install at the portal of a facility subject to continuous monitoring or monitored facility, shall function as follows:

(i) Vehicle sensors shall provide indication of an approaching vehicle to the monitors in the operations center. Such sensors may include in road induction loop sensors, above ground induction loop sensors, infrared breakbeams, gate opening sensors placed on gates of the facility, or other sensors.

(ii) Traffic control devices shall be employed to control each vehicles passage through the portal so that it may be screened by the monitors and the equipment. Traffic control devices may include traffic lights and semaphore gates, or other devices.

(iii) Length screening sensors shall assist monitors in the operations center in determining whether a vehicle or exposed cargo is large enough to contain or to be an item of continuous monitoring. Such sensors may include infrared breakbeams, video cameras with video foredrops (fixed measuring rods for video imaging), or other sensors.

(iv) Weight sensors shall be used to weigh road vehicles in accordance with procedures provided for in Annex 5 to this Protocol.

(v) The surveillance system, which may include video cameras mounted on poles, shall allow the monitors to observe activities in the area of the portal from the operations center, to record video images, and to take, as necessary, video snapshots of vehicles moving through the portal. The fixed field of view of such cameras shall be agreed by the Parties.

(vi) Lights on poles shall provide illumination for observation of the portal area and for the video cameras.

(vii) Data authentication devices may be used to confirm the validity of signals relayed from cameras and sensors to the operations center.

¶2. Equipment at the Road Exits:

(a) Equipment installed at each road exit shall be used to screen road vehicles and exposed cargoes to determine whether they are large enough to contain or to be an item of continuous monitoring. If such vehicles and cargoes are not large enough to contain or to be such an item of continuous monitoring as determined by screening, such vehicles or cargoes shall be allowed to proceed without undue delay. If such vehicles or cargoes are large enough to contain or to be an item of continuous monitoring, the monitors shall call this to the attention of the in-country escort and the inspected Party shall direct such vehicles or cargoes to the portal of the monitored facility.

(b) The following equipment or part of such equipment, which the inspecting Party may install at each road exit of the facility subject to continuous monitoring or monitored facility, shall function as follows:

(i) Vehicle sensors shall provide indication of an approaching road vehicle to the monitors in the operations center and exit shelter. Such sensors may include in road induction loop sensors, above ground induction loop sensors, infrared breakbeams, gate opening sensors placed

on gates of the facility, or other sensors.

(ii) Traffic control devices shall be employed to control the passage of each vehicle or exposed cargo through the road exit so that it may be screened by the monitors and the equipment. Traffic control devices may include traffic lights and semaphore gates, or other devices.

(iii) Length screening sensors shall assist monitors in the operations center and exit shelters in determining whether a vehicle or exposed cargo is large enough to contain or to be an item of continuous monitoring. Such sensors may include infrared breakbeams, video cameras with video foredrops (fixed measuring rods for visual imaging) or other sensors.

(iv) The surveillance system, which may include video cameras mounted on poles, shall allow the monitors to observe activities from the operations center and exit shelter, to record video images, and to take, as necessary, video snapshots of road vehicles and cargoes moving through the exit. The fixed field of view of such cameras shall be agreed by the Parties.

(v) Lights on poles shall provide illumination for observation of the exit area and for the video cameras.

(vi) Environmental shelters for monitors shall contain equipment as specified in paragraph I.B.4 of this Annex, and telephone equipment for communications with the operations center. Such shelters shall be used to receive all data from equipment at the road exits when monitors are present at those exits.

(vii) Gate seals may be used on the gates of a road exit when the exit is not in use. The seals shall be checked by monitors to verify that the gate was not used prior to the opening of the exit by the inspected Party.

(viii) Data authentication devices shall be used to confirm the validity of signals from the sensors and video cameras to the operations center and exit shelter.

¶3. Perimeter Monitoring Equipment:

(a) Equipment may be placed by the inspecting Party along the entire perimeter of the facility subject to continuous monitoring or monitored facility. Such equipment shall be used by monitors to observe the activity along the perimeter and within the perimeter continuous monitoring area.

(b) The following equipment, or part of such equipment that the inspecting Party may install along the perimeter and within the perimeter continuous monitoring area of the facility subject to continuous monitoring or monitored facility, shall function as follows:

(i) Video cameras shall be located along the perimeter in such a way as to provide for viewing of the perimeter by monitors in the operations center. The distance between such cameras and the height of the cameras above the ground shall allow the cameras to provide for full viewing of corresponding sectors of the perimeter. Such cameras may be placed 50 meters or less apart and no more than eight meters above the ground. The fixed field of view shall be agreed to by the Parties;

(ii) Video switching devices located in the operations

center shall be used to select sectors of the perimeter for observation by the monitors;

(iii) The surveillance system may include video motion detectors to signal the presence of a moving object within the field of view of a camera;

(iv) Lights on poles shall provide illumination along the entire perimeter and allow for viewing by video cameras during periods of darkness. Lights may be placed 50 meters or less apart and no more than eight meters above the ground;

(v) Data authentication devices may be used to confirm the validity of the signals transmitted by the video cameras to the operations center or shelters.

¶4. Operations Center:

(a) The operations center for the perimeter and portal continuous monitoring system shall serve as the headquarters for the monitoring team. The building for the operations center shall be located at the portal. The location of the building shall provide for an unobstructed view of the portal.

(b) The equipment located in the operations center shall be used by monitors to:

(i) Receive, review, and authenticate data from all portal, road exit, and perimeter monitoring equipment;

(ii) Process data, display video images, and collect monitoring data;

(iii) Operate all traffic control devices and vehicle sensors when such devices and sensors are not under the control of monitors at the road exits;

(iv) Transmit, using the two dedicated telephone lines and satellite communications equipment unencrypted monitoring related data including video snapshots and photographs. Such information shall not be transmitted via the non dedicated commercial telephone line;

(v) Record and store video and sensor data;

(vi) Provide telephone communications with monitors at exit shelters, at any other buildings or structures used for inspection of vehicles or their cargoes, at the storage building, and at the monitors living quarters; and

(vii) Provide two way radio communications with monitors in the perimeter continuous monitoring area, including with monitors at the road exits.

(c) A backup power generator shall be located near the operations center and shall be used to provide power to the perimeter and portal continuous monitoring system in the event of an interruption in the electrical power provided by the inspected Party.

ANNEX 10
TYPES OF INSPECTION AIRPLANES

¶1. Inspection airplanes may include military transport airplanes with standard markings and paint schemes, to include camouflage.

¶2. The types of inspection airplanes that may be used to transport inspectors and monitors are:

(a) for the United States of America, for flights to the Russian Federation, types known as the C-9, C-17, C-40 C-130, KC-10, KC-135, and T-43; and

(b) for the Russian Federation, for flights to the United States of America, types known as the TBD.

¶3. The types of inspection airplanes that may be used for delivery and removal of cargoes consisting of equipment or supplies specified in an inventory provided in accordance with paragraph 1 of Annex 7 to this Protocol are:

(a) for the United States of America, for flights to, the Russian Federation, types known as the C-5, C-17, C-40 C-130, , KC-10, and KC-135; and

(b) for the Russian Federation, for flights to the United States of America, types known as the TBD.

¶4. Each Party shall have the right to replace the types of airplanes specified in this Annex with other types of airplanes, as well as to add other types of airplanes after it has informed the other Party of such a replacement or addition. Unless otherwise agreed by the Parties, each such change shall enter into force three months after a Party has so informed the other.

ANNEX 11
PROCEDURES FOR CONFIRMING THE DIMENSIONS OF ICBMs AND SLBMs

¶1. During confirmation of dimensions of the exhibited items the inspectors shall have the right to make measurements at the locations on the items, designated by a member of the in-country escort.

¶2. For liquid fuel ICBMs or SLBMs of types not previously exhibited under START and new types, assembled missiles and separate first stages for such ICBMs or SLBMs may be exhibited either with fuel or without fuel. For solid propellant ICBMs or SLBMs of types not previously exhibited under START, the assembled missiles, at the choice of the inspected Party, may be exhibited with propellant, without propellant, or as an inert missile. If a solid propellant ICBM or SLBM of a new type is declared on the basis of a change in missile length, such an ICBM or SLBM shall be exhibited with propellant. For solid propellant ICBMs or SLBMs of new types, separate first stages shall be exhibited with propellant.

¶3. The self contained dispensing mechanism shall be exhibited, either separately or with the third stage as a unit, for the purpose of confirming the length of an ICBM or SLBM, which is maintained, stored, and transported in stages. If the self contained dispensing mechanism is exhibited separately, the inspectors shall have the right to measure its length.

¶4. For ICBMs that are maintained, stored and transported as assembled missiles in launch canisters, either a launch canister containing an ICBM without front section or, at the choice of the inspected Party, an empty launch canister associated with such an ICBM, shall be exhibited.

¶5. For a technical characteristics exhibition for an ICBM or SLBM of a type not previously exhibited under START,

the separate first stage, assembled missile outside its launch canister, and if applicable, either launch canister
containing the assembled missile without front section, or, at the choice of the inspected Party, the empty launch
canister associated with such an ICBM or SLBM, shall be exhibited. If an ICBM or SLBM of a new type cannot be exhibited as an assembled missile, separate stages shall be exhibited. The first stage of ICBMs or SLBMs of a new type declared on the basis of a change in the length of the first stage, with or without a difference in throw weight, shall be exhibited in a configuration that allows confirmation of the length of such first stage as defined in paragraph 15 of Annex J to the Memorandum of Understanding.

ANNEX 12
SIZE CRITERIA TO BE USED DURING INSPECTIONS AND CONTINUOUS
MONITORING

¶1. For each Party, the size criteria to be used by inspectors carrying out the procedures of Annex 1 to this Protocol, as provided for in paragraph 20 and subparagraph
23(a) of Section VI of this Protocol, for data update inspections, and formerly declared facility inspections at
facilities other than air bases for heavy bombers, training facilities for heavy bombers, and storage facilities for heavy bombers, and the associated missile types, are as follows:

(a) United States of America

Size Criteria

Length (meters) 6.3
Diameter (meters) 1.68
Missile Type Minuteman III

(b) Russian Federation

Size Criteria

Length (meters) 7.4
Diameter (meters) 1.80
Missile Type SS-25

Length (meters) 6.9
Diameter (meters) 1.86
Missile Type RS-12M, Variant 2

¶2. For each Party, the size criteria to be used by inspectors carrying out the procedures of Annex 4 to this Protocol regarding nuclear armaments for heavy bombers, as
provided for in paragraph 20 and subparagraph 23(a) of Section VI of this Protocol,

(a) United States of America

Size Criteria

TBD

(b) Russian Federation

TBD

¶2. For each Party, the size criteria to be used by monitors carrying out the procedures of paragraphs 1 through 14 of Annex 5 to this Protocol, as provided for in
paragraphs 21 and 24 of Section VI of this Protocol, and

the associated missile types, are as follows:

(a) United States of America

Size Criteria

Length (meters) N/A
Diameter (meters) N/A
Missile Type N/A

Russian Federation

Size Criteria

Length (meters) 17.46
Diameter (meters) 1.76
Missile Type RS-12M, Variant 2

¶3. For each Party, the size criteria to be used by monitors carrying out the procedures of paragraph 15 of Annex 5 to this Protocol, as provided for in paragraph 25 of Section VI of this Protocol, and the associated missile
types, are as follows:

(a) United States of America

Size Criteria

Length (meters) N/A
Diameter (meters) N/A
Missile Type N/A

(b) Russian Federation

Size Criteria

Length (meters) TBD
Diameter (meters) TBD
Missile Type TBD

¶4. The size criteria indicated above are derived using data for ICBMs and SLBMs existing as of Treaty signature. In the event that a new type of ICBM or SLBM is deployed or in the event that a type of ICBM or SLBM is retired, these size criteria shall be changed, if necessary. In addition, these size criteria shall be confirmed based on the results of measurements taken during technical characteristics exhibitions conducted pursuant to paragraph 6 of Article XI of the Treaty. The Parties shall agree on any changes to the size criteria within the
framework of the Bilateral Consultative Commission.

ANNEX 13
SETTLEMENT OF ACCOUNTS

¶I. Principles and Procedures for Settlement of Accounts

¶1. The Parties shall use the principles and procedures for the settlement of accounts, specified in this Section,
in connection with:

(a) the costs of goods and services borne by the inspecting Party pursuant to paragraph 12 of Section IV, paragraph 19 of Section V, and paragraphs 17, 19, 21, 23, and 35 of Section XIV of the Inspection Protocol; and

(b) the costs of goods and services associated with the providing of training, maintenance, service, spare parts and replacement parts relating to telemetry equipment pursuant to paragraph 4 of Section I of the Telemetry Protocol, and subparagraphs 4(d) and 4(e) of Annex 4 to the Telemetry Protocol.

¶2. Each Party shall submit to the other lists of goods and services provided, hereinafter referred to as itemized lists, in the categories contained in Section II of this Annex, except categories contained in paragraph 6, subparagraph 7(b) and paragraph 8 of that Section. These itemized lists shall contain the information specified in Section II of this Annex for the goods and services provided during the period covered by these itemized lists, except that goods and services provided in the category contained in paragraph 14 of Section II of this Annex may be included on the itemized lists covering the period when provision of such goods and services was completed. In addition, each Party shall submit with the itemized lists a summary list of all categories contained in Section II of this Annex for which goods and services have been provided, and the estimated overall total cost of the goods and services provided in each category.

¶3. Each Party shall submit itemized lists in accordance with the following schedule:

(a) for the period from January 1 through March 31, no later than April 30;

(b) for the period from April 1 through June 30, no later than July 31;

(c) for the period from July 1 through September 30, no later than October 31; and

(d) for the period from October 1 through December 31, no later than January 31.

End text.
CLINTON